密勒氏評論報

THE CHINA WEEKLY REVIEW

Formerly Millard's Review

中華郵政特准掛號立券之報紙

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THE CHINA WEEKLY REVIEW

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Cable Address "REVIEWING SHANGHAI"

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SHANGHAI NEEDS INTERNATIONALLY-MINDED MEN!

THE controlling power in Shanghai is the Consular Body composed of the official representatives of more than a dozen nations. The foreign settlement of Shanghai owes its status to the treaty of 1842 between China and Great Britain, which treaty specified that a section of land should be set aside by the Chinese Government for foreign residence. It was at first a purely English Settlement and was prescribed over by a Captain, afterwards, (Sir) George Balfour, the first British Consul who was appointed in 1843. The city grew rapidly and the number of foreigners who came in, other than British, soon made it necessary to adopt a more catholic form of government than that suppliied by the British consul who had control only over Briiish subjects. By common agreement a committee of residents, consisting of a chairman and six members, was elected by the owners and renters of land for the purpose of general administration. It was expected when the Counsul was formed, that the three settlements—British,French and Americans—would have been incorporated into one municipality, but international jealousy prevented the fulfillment of the scheme, and it was not until 1863 that the Americans threw in their lot with the British. The American "settlement" was located in what is now commonly known as Honkew to the north of Soochow Creek. It really never had legal status as a settlement, owing to the continued refusal of the American Congress to accept concessions in China. Therefore the Americans were not making any great sacrifice in joining up with the British area. The French never joined up and maintain their concession as a separate entity today.

VARIOUS stories are told regarding the development of the "international" character of Shanghai, some authorities attributing the first move to an American merchant-counsul who put up the American flag and claimed equal rights with the British in the administration of the place. But regardless of the method, other consuls came in later, established themselves and under the "most-favored nation" clauses in the treaties, claimed equal rights in the administration of the port. At first the area was occupied by foreigners exclusively, but along about 1853 when the Taiping rebellion was in progress, hordes of Chinese refugees came knocking at the gates of the foreign area asking for protection against the marauding Chinese armies of both sides in the internal conflict. Finally the foreigners permiitted the Chinese to come in and occupy property, both sides finding the arrangement satisfactory. The Chinese got protection for their lives and property and the foreigners got good prices for their land—therefore the Chinese remained and gradually became the dominant factor from the standpoint of property and business. Today a Chinese cannot legally own land in the International Settlement, but they get around this by having friendly foreigners register the land in the names of foreigners in the various foreign consulates. It is commonly reported that more than 80 percent of the land in the International Settlement is now owned by Chinese.

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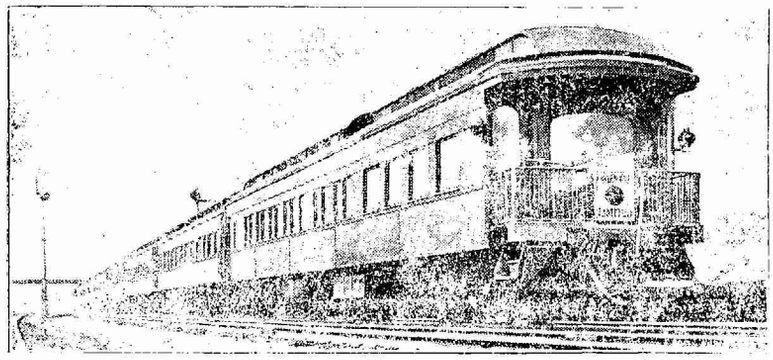

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THE total present population of "greater Shanghai" is estimated at about 2,500,000 of which number the greater majority resides in the International Settlement which has within its borders most of the wealth of the port as expressed in business houses, docks and warehouses, banks, industrial establishments and all of the other things which make up a great seaport. The city is truly cosmopolitan and from the standpoint of shipping, exchange operations, entrances and clearances of cargoes, industrial production ranks among the great cities of the world. Its greatest anomoly however, in respect of the government of Shanghai, is the local municipal control. This is exercised by the foreign community exclusively without regard to the Chinese community which far outnumbers the foreigners from the standpoint of population and outweighs the foreigners from the standpoint of material interests. In any other city in the world, the control would rest wiith the nationality composing the majority of the population, but as stated in the foregoin, the area was originally set aside as a place of residence for foreigners and the Chinese came into the Settlement on terms fixed by the foreigners. That the Chinese have never been permitted to share in the responsibility of government is as much the fault of the Chinese as of the foreigners, since the Chinese have never until the present asserted their rights in a united manner. Hence the foreigners through convention and usage have continued their control despite the fact that they are in a decided minority from the standpoint of population and property owned.

THUS briefly is the situation as it stands today. Here is a large cosmopolitan city, one of the great ports of the world with immense investments in business houses, banks, public utilities, streets, recreation grounds, wharves and so on, the population of which is overwhelmingly Chinese, but which is governed by a small minority of foreigners. That city is well-governed there can be no question, it frequently being said by impartial observers that there has been and is, less graft in the government of Shanghai than any other large city of the world. That the Chinese generally appreciate the good government of the city, despite current charges, is shown in the fact that land values inside the foreign area are vastly higher than outside and that Chinese generally for purposes of securiity of life and property rather live inside the foreign settlement than outside.

HOWEVER, despite these things which are manifestly true and observable to all, the foreign administration of Shanghai is now being subjected to serious attack by the Chinese. The attacks grow out of the riots of May 30 when a number of students and labourers were killed by the Municipal police. Although the mob-feeling is primarily directed against the police officials directly responsible for the shooting and demands are being made for the trial and punishment, if found guilty of the police immedaitely responsible, the saner elements in the Chinese population are centering their propaganda in the direction of participation in the actual government of the city and partial control of the International Mixed Court. How the thing will finally turn out, no one can say, but aside from those immediate questions is the larger and more important element of personnel in the govermental departments of the city with which the vast Chinese public comes into direct contact.

This is the point suggested in the heading to this discussion, "Shanghai Needs Internationally-Minded Men." Shanghai literally is a Western outpost in Asia. Its importance to the future development of China is difficult of measurement. Millions of Chinese, Asiatic people, only know of the West through their contact with the West as examplified in Shanghai. From hundreds of letters now appearing in the daily newspapers of Shanghai, the Chinese people, or at least a considerable section of those sufficiently intelligent to write letters in the English language, have a tremendous and overwhelming grouch at the foreigners who are governing the city.

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It would appear to anyone of common-sense, after a reading of these letters, that the Shanghai Administration is now having heaped upon its official head all of the pent-up wrath and racial antagonism of a half century and more of contact here between East and West. It is not possible to conceive that all of these letters and similar expressions of opinion on the part of one's Chinese acquaintances, are meaningless. Assuredly there is something which has been smoldering deep-down underneath which is finding expression now and for this reason there should be a searching of heart on the part of the administrators of Shanghai. Have they acted wisely in their contacts with the Chinese public. Have the Chinese had just consideration, consideration deserving of their important place in the community? In other words have they had a "square deal" in their contacts with those who manage the city,—a squuare deal from the standpoint of government and a squuare deal from the standpoint of common every-day courtesies.

IT is not necessary to get an answer to this question, to go to the radical "hot-heads" who are now so loudly criticising everything Western in this part of the world. The average foreigner can give an answer to these questions and he is now doing so. His answer is that many of the men in vital positions of responsibility in the Settlement have been imbued not only with racial antagonisms but also with the ancient habit of mind exemplified in the expression, "the public be damned," except that in the case of Shanghai the expression should be changed to read, "the Chinese be damned." There are too many small-minded and small-charactered men in high positions, too many men who have forgotton that they receive their salaries from the money of the tax-payers and hence are responsible to the tax-payers. They have forgotton that they are the servants of the public and have gradually developed an autocratic and haughty frame of mind that has no place in this cosmopolitan meeting place of East and West.

IT is vital now of course that everyone rally to the support of law and order and that the forces of anarchy and disorder, be suppressed with a strong but just hand. But after it is all over there should be a general consideration of all phases of this element in the government of Shanghai to which the Chinese public is now taking such violent exception. The stakes are entirely too important and vital here for those whose interest are involved, to longer permit this type of mind to govern the city. No one would expect a policeman to exercise the demeanor of a judge on the bench. If the policeman had the mind of a judge, he would not be a policeman. But since policemen are but cogs in a wheel, they reflect unconsiously the intellect and mind-type of those who manage the department at the top. This is only given in the way of example, but it applies to all phases of the government of the city and is of vital importance. The days of the Kaiser-mind are over in this part of the world as well as elsewhere and it is well to accept the inevitable before it is too late.

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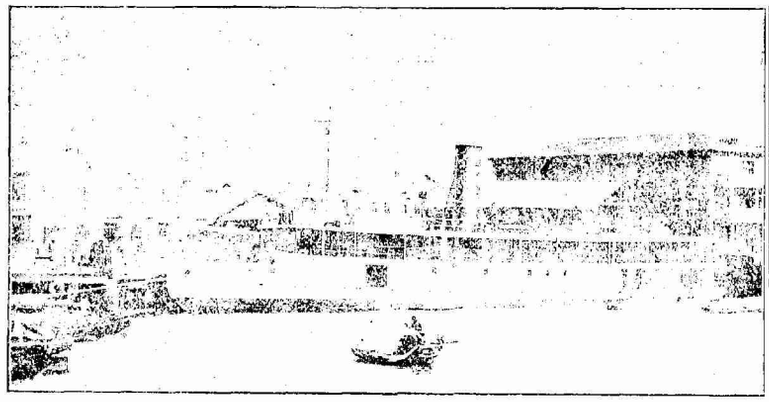

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AMERICA'S TRADE WITH THE ORIENT.

Exports of manufactures from the United States to its neighbors in the Orient are apparently not maintaining their usual high record in the current fiscal year. Whether this decline in due to increased activities by our European rivals who prior to the war supplied a large part of the manufactures imported by the Orient can not yet be determined, says the Trade Record of The National City Bank of New York, but it is a fact that our own exports to the Orient in the nine months ending with March are materially less than in the corresponding months of the preceding year, although the total of exports to all the world show big increases, and manufactures of course form a large share of the merchandise sent from the United States to the Orient. Manufactures exported in the nine months ending with March, 1925 (including the two groups "'Manufactures Ready for Use" and "Manufacturing") totaled $1,665,000,000 as against $1,564,000,000 in the corresponding months of the preceding year, while total exports to the chief Oriental countries, which are large buyers of manufactureres, show a decline in the 1925 period. The latest official figures of our foreign trade show that the exports to China in the nine months ending with March 1925 are but $62,784,000 against $91,418,000 in the same months of last year; to Japan the total of the latest nine months' period is $185,815,000 against $243,804,000 in the same months of last year and to Australia $93,742,000 against $95,987,000 a year earlier. Even to other Oriental counries, India, Straits Settlements, and the Dutch East Indies, the slight gains are much less in proportion that the increase in movements to other parts of the world. As already suggested, manufactures usually form a very large portion of the merchondise sent to the Oriental countries suggesting a probable fall-off in the products to that part of the world.

A closer examination of the record of 1924-25 movements of merchandise to the countries in question seems to sustain the suggestion that the fall-off in exports to them occurs in manufacturered articles. The official record of exports of principle articles and the countries of destination discloses the fact that manufactures are the Chief articles in which movements to Japan show a decline in the nine months ending with March, 1925 as compared with the corresponding period of the preceding year. Out of a list of twenty-five principal articles in which our exports to Japan show a reduction twenty-three ore the products of manufacturing industries. Lumber, which totaled 7½ million dollars in the nine months ending with March, 1924 was but little more than 2 millions in the same period of the current year, steel and iron sheets which totaled 12 million dollars in the nine months ending with March, 1924 where but 4½ millions in the period just ended, wire and wire nails fell from 3-1|3 million dollars to less than 40 thousand dollars while flour, condensed milk, motor trucks, and passenger automobiles also showed declines as do steel rails, locomotives, sewing machines, adding machines, lubricating oils, refined copper, book paper and canned fruits.

In the movements to China there is an equally distinct decline in many classes of goods produced in the factories of the United States. Out of sixteen articles showing a fall off in the recent period, fourteen are manufactures, including cigarettes, iron and steel sheets, tin plate, wire and wire nails, copper, cotton cloths and automobiles. In the list of manufactures exported to Australia a large proportion show a decline especially cotton manufactures, wire, kerosene, and other classes of manufactures which were supplied in pre-war years by the manufacturers of Europe.

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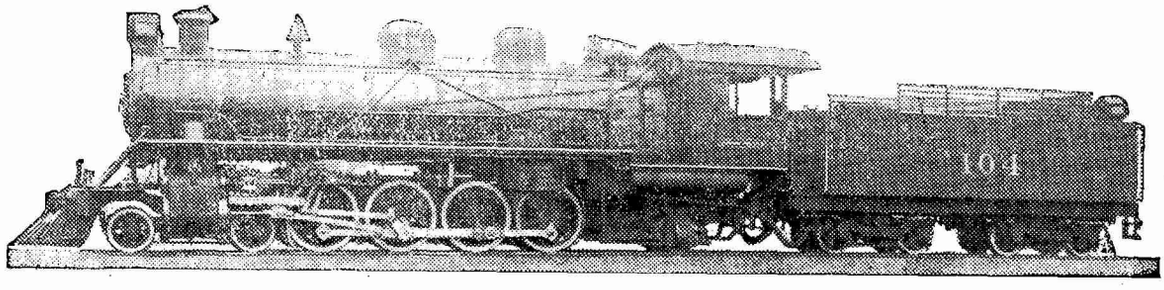

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WHERE THE TWAIN MET.

By Herbert A. Woodworth.

Published by Small Maynard, and Company, Boston, U. S. A., $2.00 (By Mail $2.15)

Here is a book in which the author by reason of his thorough acquaintance with the Orient depicts with deft touches the scenes and types of character which are found in the Orient. Especially will those readers who are also acquainted with the East find the certain appeal which the glimpses of the familiar always make. Psychological plot and good character portrayal combine to make excellent reading.

It is the character of Mr. Ko who causes the conflict between East and West which lies in undercurrent throughout the book. He is accustomed to having whatever his desires suggest to him, and little difficulty is encountered usually to these desires. Limitless wealth paves all ways for him. Here is an English woman whose tase for luxury carries her via the sumptious yacht of Mr. Ko into the excitements of Shanghai. Leaving her husband behind on his fruitless task of exploiting a mine on the upper Yangtze she succombs to the deliberate approach of Mr. Ko. Eventually however, comes the dismissal after Mr Ko's attentions have been turned in the direction of an American girl who represents a new type to him. She is the daughter of missionaries and has spent the greater portion of her life in Korea. She is assuredly not the usual type of missionary's daughter and represents to Mr. Ko the kind of enigma which would manifestly appeal to his Oriental nature.

Perhaps the book does not intend to draw comparisions but the effect of comparisions between the two women in the book is definitely established. The author, however, does not fall into the falacy of comparing racial types, but rather confines himself to comparisions of individuals.

The scenes shift in the story from Japan to Shanghai and Korea and back again to Japan. Here it is in the midst of the night-mare horrors of the Japanese earthquake that the real romance of the story is culminated between a young Englishman and the American girl who has successfully eluded the wily methods of Mr. Ko. On the deck of the Empress of Australia which has lain in the harbor of Yokohoma during the earthquake, amid the post terrors of the earthquake the twain really met, and the adage of Kipling about the East and the West is once more adherred to. Like to like and race to race seems to be the undertone of the book.

CHINA'S INVISIBLE EXPORTS

Editor
The China Weekly Review:
Sir:-

In your issue of May 23, there was a brief article on page 334 on "China's Invisible Imports".

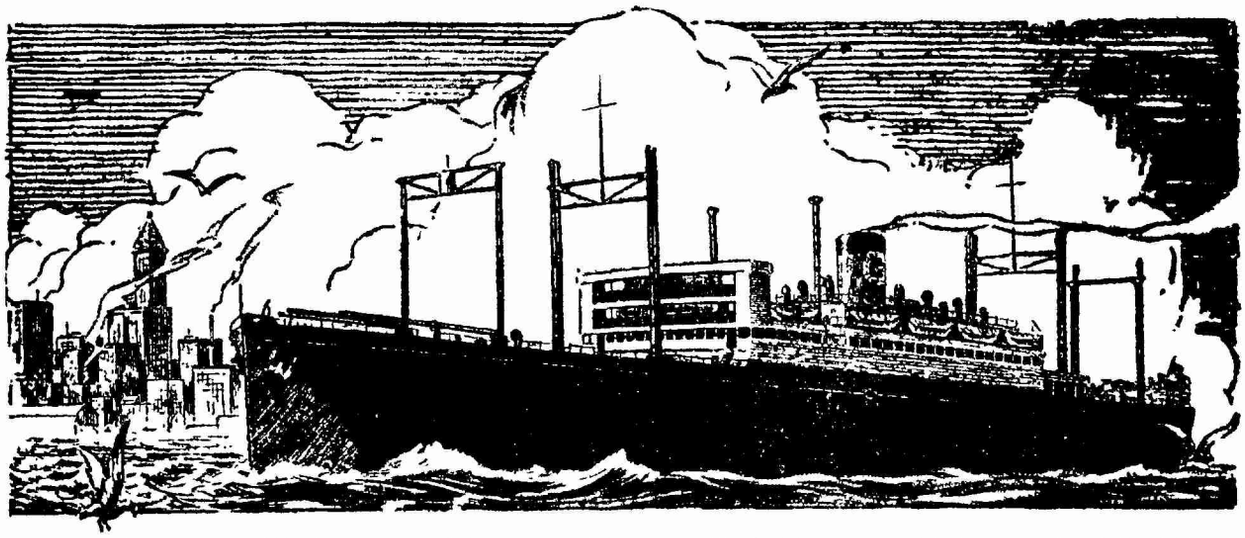
Under the heading, the article includes remittance to China from Chinese abroad; Contributions from abroad to missionary and philanthropic work in China; maintenance of foreign officials, etc. in China; tourist's expenditures; and investment of foreign capital in China.

It is of course a mistake to call these items invisible "imports." In the commonly accepted terminology in economics, they are called invisible "exports", because they act like exports in bringing money into the country, or from a banker's point of view, in furnishing a supply of bills of exchange on foreign countries.

The term "invisible imports" is properly applied to such items as expenditures by Chinese temporarily residing abroad (especially students, since tourists are few); insurance, shiping, and other services purchased from foreign sources; payments of indemnities; maintance of Chinese officeials, etc. abroad; and payment of interest on foreign loans.

Yale-in-China University.
Changsha, China Dickson H. Leavens
May 30, 1925

American Oriental Mail Line



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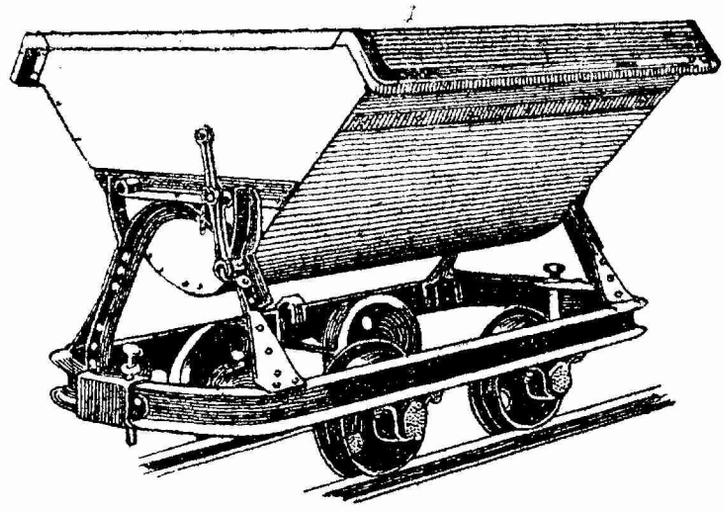

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In the United States Court of China

JOSEPHINE BENN SHELDON, Plaintiff
vs.
VIRGIL ALLEN SHELDON, Defendant.

Cause No. 2629
Civil No. 1922
SUMMONS

The President of the United States of America
To the United States Marshal for China and his Deputies—
GREETING:

You are hereby commanded to serve this Summons and a copy of the complaint in the above entitled action upon the defendant—

VIRGIL ALLEN SHELDON,

and to notify him to be and appear before this Court on or before the sixtieth day after service hereof to file his written answer on oath.

(SEAL) WITNESS the HONORABLE MILTON D. PURDY, Judge of the United States Court for China, at Shanghai, China, June 2, 1925.

W. A. CHAPMAN
Clerk.

Excerpt from Regulations, Section 8: On proof of due notice, judgment by default shall be procured against any defendant failing to appear and file his written answer as required.

NOTICE

"Notice is hereby given to the Anglo American Mill Company of Owensboro, Kentucky, U. S. A., that unless the undersigned is reimbursed before August 6, 1925, for disbursements made covering insurance, storage, etc., and for similar disbursements made by Fearon, Daniel & Co., Inc., prior to the Receivership (May 31, 1928), on account of certain flour mill machinery consigned by the Anglo American Mill Company to Fearon, Daniel & Co., Inc., in 1920, the undersigned will sell such machinery to defray the charges referred to."

"FEARON, DANIEL & CO., INC.,
R. A. PADON, RECEIVER"

IN THE UNITED STATES COURT FOR CHINA

EFFIE B. ADAMS, Plaintiff
vs
CLIFFORD G. ADAMS, Defendant

Cause No. 2646
SUMMONS

The President of the United States of America
To the United States Marshal for China and his Deputies—
GREETING:

You are hereby commanded to serve this Summons and a copy of the complaint in the above entitled action upon the defendant—

CLIFFORD G. ADAMS,

if found within the jurisdiction of this Court and to notify him to be and appear before this Court on or before the sixtieth day after service hereof to file his written answer on oath.

(SEAL) WITNESS the HONORABLE MILTON D. PURDY, Judge of the United States Court for China, at Shanghai, China, June 18, 1925

W. A. CHAPMAN
Clerk.

Excerpt from Regulations, Section 8: On proof of due notice, judgement by default shall be procured against any defendant failing to appear and file his written answer as required.

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Shanghai North d.		7.00	7.15	7.35	9.30	9.50	12.10	12.30	15.25	17.15	17.40	19.35	23.30
Nansiang ... d.		7.35	7.45	8.07	—	10.21	12.41	12.58	16.01	17.47	18.15	20.05	0.02
Kiangwan ... d.		8.59		9.41	11.34	12.53		14.43	18.23	19.39			1.39
Kiashing ... d.	7.00	9.58		10.44	12.02	14.12		15.38	19.34	20.36			2.28
Chiahsing ... d.	8.14	10.56		11.41	12.49	15.28		16.36		22.38			3.42
Tsingpu ... d.	9.00	11.53			13.36	16.28		17.38					—
Chinkiang ... d.	10.31	13.49			14.22	17.34		18.53					5.34
Nanking ... a.	12.30	14.21			15.43	19.35		20.02					6.50
Pukow ... d.												8.50	10.00
Anchowfu ... d.												17.09	19.46
Tsinanfu ... d.												2.04	5.58
Tientsin Central a.												—	—
Do. d.												10.15	16.32
Tientsin East a.												—	12.42
Do. d.												10.25	—
Peking ... a.												14.25	—

STATIONS	Local	Fast Local	Local	Local	Fast R	3rd & 4th Local	3rd & 4th	Fast R.	Local	Local	Express	Local	Night Express R. S.
Peking ... d.											9.05		—
Tientsin East a.											—		—
Do. d.											13.00		9.38
Tientsin Central a.											—		—
Do. d.											13.20		10.06
Tsinanfu ... d.											21.57		19.50
Anchowfu ... d.											6.50		6.00
Pukow ... d.											14.48		16.02
Nanking ... d.					7.40		8.10	11.05			15.50	16.15	23.00
Chinkiang d.					9.20		10.29	12.54			17.29	18.27	0.52
Tsingpu d.					9.57		11.23	13.36			18.03	19.26	—
Changshow d.			7.10		10.59	12.00	12.44	14.32			18.57	20.46	2.41
Wusih d.		8.20	8.22		11.50	13.02	14.07	15.33			19.43	21.52	3.58
Soochow d.		8.21	9.39		12.34	14.02	15.25	16.31			20.32		4.58
Nansiang d.	8.15	10.33	11.34	13.00	14.35	16.03	17.45	18.18	18.40	20.35	—		6.26
Shanghai North a.	8.42	11.00	12.05	13.30	15.00	16.30	18.20	18.45	19.13	21.05	22.00		6.50

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

Woosung Forts ... d.	6.45	8.15	9.45	11.20	13.05	14.55	16.40	18.20	20.05	21.50	23.40	1.20	Shanghai North d.	6.00	7.30	9.00	10.35	12.20	14.00	15.35	17.30	19.15	21.00	22.50	0.35
Kiangwan ... d.	7.10	8.40	10.10	11.50	13.30	15.24	17.06	18.49	20.34	22.19	0.09	1.45	Tientungan ... d.	6.05	7.35	9.05	10.40	12.25	14.06	15.40	17.36	19.21	21.06	22.56	0.46
Tientungan ... d.	7.16	8.46	10.16	11.56	13.36	15.30	17.12	18.55	20.40	22.25	0.15	1.51	Kiangwan ... d.	6.12	7.42	9.12	10.47	12.32	14.13	15.47	17.43	19.28	21.13	23.03	0.47
Shanghai North a.	7.20	8.50	10.20	12.00	13.40	15.35	17.16	19.00	20.45	22.30	0.20	1.55	Woosung Forts ... a.	6.35	8.00	9.35	11.10	12.55	14.40	16.30	18.10	19.55	21.40	23.30	1.10

R = Restaurant Cars. *These additional trains run each Saturday and Sunday. S. = Sleeping Cars

Shanghai-Hangchow-Ningpo Railway Abridged Time Table

Shanghai North to Zahkou Down (Main Line) Zahkou to Shanghai North Up

STATIONS	Fast Local	Express R	3rd & 4th	Fast R	Fast	Local	Express	Night
		*		*	*		*	
Shanghai North ... dep.	..	7.45	9.15	13.00	15.25	..	18.3	..
Jessfield ... dep	..	8.00	9.31	13.17	15.35	..	18.5	..
Siccawei ... dep.	..	8.06	9.38	13.23	15.43	..	18.51	..
L'hwa Junction ... dep.		8.19	9.55	13.39	15.59		19.4	
Shanghai South ... dep.		*7.50*	*9.50*	*13.05*	*15.50*	*17.20*	*18.8*	*19.35*
Lunghwa Junction ... arr.		*8.06*	*9.55*	*13.25*	*16.48*	*7.4*	*8.4*	*19.55*
Sunglang ... dep.		9.07	11.19	14.38	17.02		19.44	
Kashing ... dep		10.0	12.49	15.41	9.0		20.5	
Kashing ... dep	7.05	10.35	1.30	16.20	18		21.2	
Tehzah ... dep	7.45	11.04	1.53	17.00	(a)		21.5	
Chang-o ... dep	8.31	11.4	2.11	17.40			22.4	
Hangchow ... dep.	9.37	12.35	10.4	18.50			23.2	
Zahkou ... arr	10.00	12.50	17.05	19.10			23.35	

STATIONS	Fast Local	Express	Local	3rd & 4th	Fast	Fast	Express R
	*	*					*
Zahkou ... dep.	..	7.15	..	9.3	13.20	15.10	18.00
Hangchow ... dep.	..	7.40	..	10.05	13.50	15.35	18.25
Changshow ... dep.	..	8.30	..	11.41	15.00	16.50	19.15
Tehzah ... dep.	..	9.01	..	12.36	15.37	17.38	19.46
Kashing ... dep.	7.15	9.49	..	13.27	16.25	18.15	20.25
Kashing ... dep.	7.38	10.08	..	14.03	16.53	(a)	20.48
Sunglang ... dep.	9.01	11.12	..	15.33	18.30	..	21.57
Kaohsiang ... dep.	10.07	12.17	14.18	16.38	9.07	..	22.58
Shanghai South ... arr.	10.35	8.10	14.15	17.1	19.36	..	23.09
Shanghai North ... dep.	10.30	12.52	..	16.45	19.00	..	22.37
Siccawei ... dep.	10.09	12.00	..	16.54	19.09	..	22.45
Jessfield ... dep.	10.16	12.06	..	17.01	19.16	..	22.51
Shanghai North ... a.	10.30	12.20	..	17.15	19.30	..	23.05

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Trains marked with* are in connection with S. N. L. trains at Shanghai North
R = Restaurant.